





6.0 ACCESS & SERVICING

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6.1 Movement

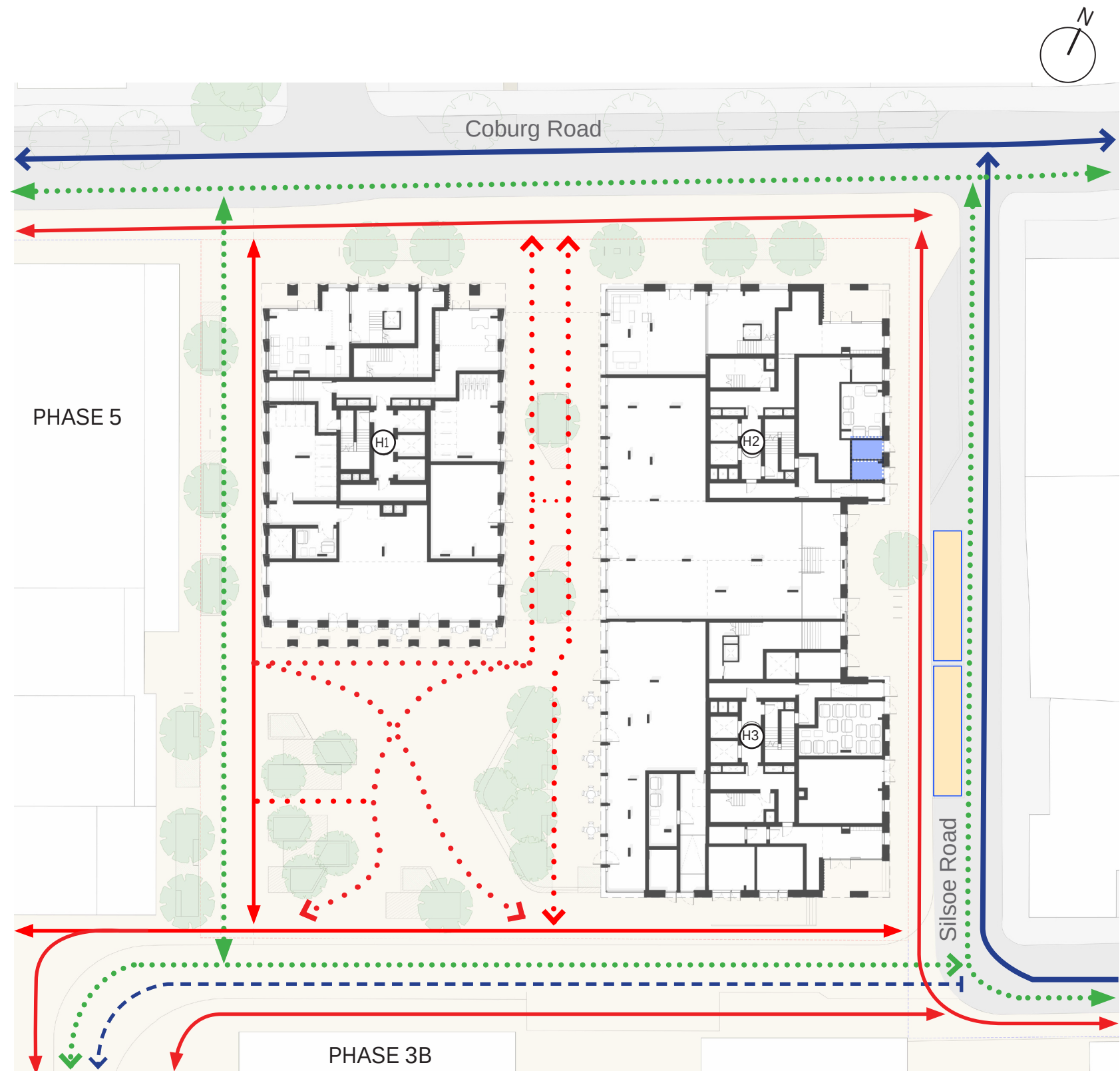
The proposed Phase 4 movement strategy has been developed in accordance with the principles of improving the connections through the site and to its surrounding context.

Coburg Road will form the primary vehicular, cycle and pedestrian route connecting the site to Wood Green Station and High Street to the east, and Alexandra Palace and Park to the west. The new shared cycle and pedestrian lane between Phase 4 and Phase 5 will become a key route connecting Mary Neuner Road and the masterplan development to the new Cultural Quarter to the north. A pedestrian only arcade between H1 and H2/3 will become an important route connecting Coburg Road to the new square.

Silsoe Road will become a one-way road, with new bus stops created along the eastern edge of the site. Two bus driver welfare WC facilities have been provide within the ground floor of the H2/3 building adjacent the bus stops for the use of TFL bus drivers.

Delivery and servicing will be primary from Silsoe Road and the new 'internal' servicing lane which extends between Phase 4 and Phase 3B. New loading bays have been provided on Silsoe Road and along the new servicing route opposite H3. This road will be delivered as part of Phase 3B works.

The landscaping of the public areas have been designed to maximise connectivity while creating flexible and creative spaces for the use of residents, businesses, local community and visitors alike.



Movement diagram Phase 4

Key:

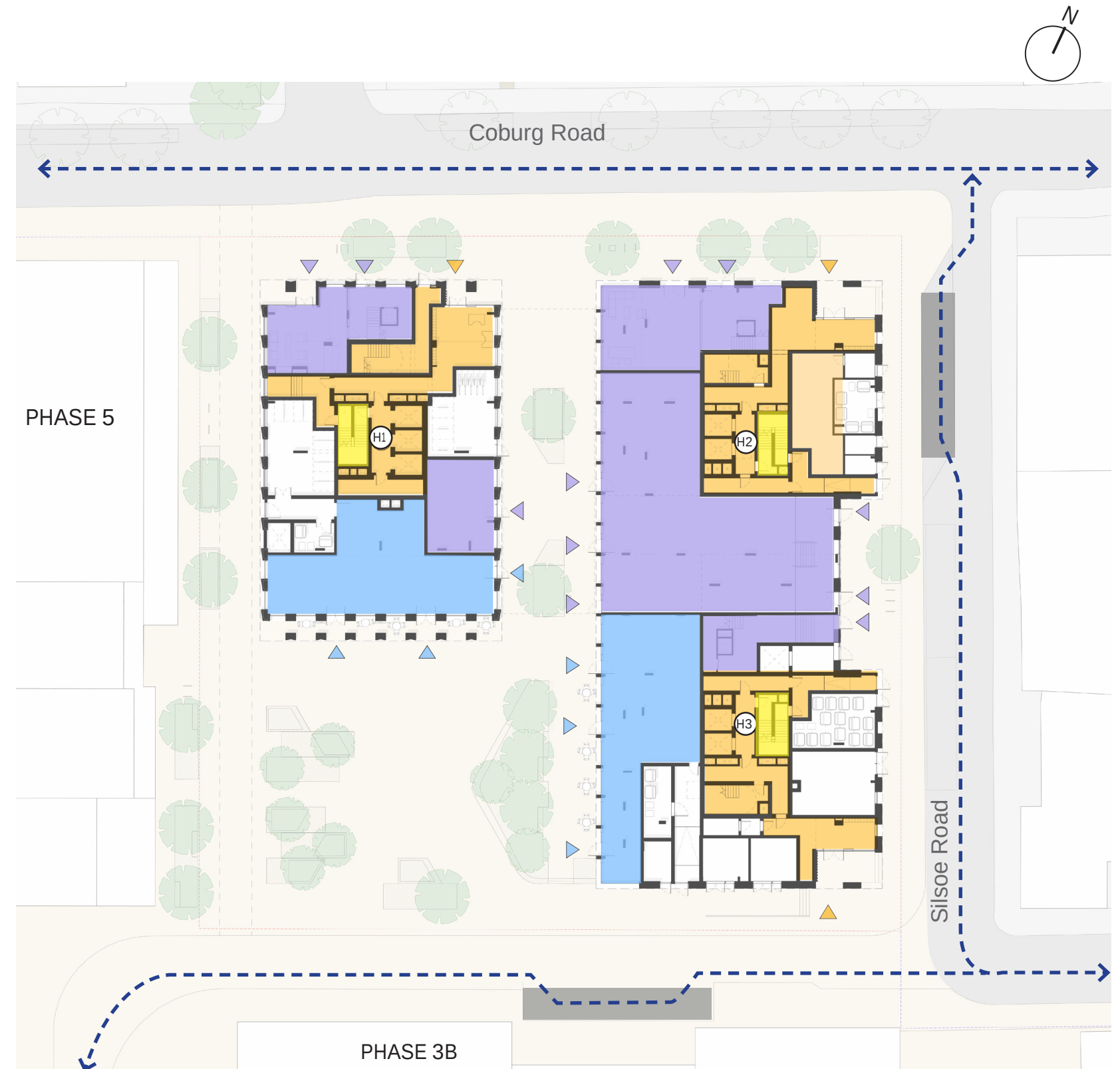
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|----------------------------|------------------------|-------------------------------------|
| Primary pedestrian route | Primary cyclists route | Controlled Vehicular Servicing Road |
| Secondary pedestrian route | Bus Stop | |
| Primary vehicular route | Bus Driver Welfare WCs | |

6.2 Access and Servicing Strategy

The access and servicing strategy for Phase 4 is as follows:

- H1, H2 and H3 each has a residential core providing residents with access to all levels of accommodation located above ground as well as the basement.
- The residential entrances and lobbies are located along Coburg Road and Silsoe Road on primary corner to maximise street address and visibility.
- The first floor B1 commercial work space will have primary entrances and reception lobbies located on the ground floor along Coburg Road to maximise street address and visibility. A secondary lobby on Silsoe Road provides flexibility and maximises usability of the first floor space.
- B1 business units on the ground floor will have easy access and frontage onto Silsoe Road, the square and the arcade.
- The A3 commercial F & B uses at the base of H1 and H3 will have frontage, access and seating along the square.
- A new loading bay has been created on Silsoe Road. This bay, along with the loading bay opposite H3 along the internal servicing road will be utilised for refuse collection, deliveries, larger deliveries, as well as emergency vehicle and maintenance vehicle parking.
- A residential parcel room has been provided adjacent the loading bay on Silsoe Road. This will be accessed and secured using an electronic access system.
- Access to the basement will be reserved for residents and for plant maintenance access when required.

Further information regarding access and servicing can be found in the Transport Statement, prepared by Vectos, accompanying this application.



Access and servicing diagram Ground Floor Phase 4

Key:

	Residential Entrances		Residential Core/Lobby (stairs reaching basement)		Service access
	B1 Commercial Entrances		Parcel Room		
	A3 Unit Entrances		Loading Bay / Servicing		

6.3 Refuse Strategy

The refuse strategy for the residential and commercial element of Phase 4 is described below, and follows the principles outlined in the Operational Waste & Recycling Management Strategy, prepared by AECOM, which was approved as a part of the hybrid permission HGY/2017/3117.

The method of calculation follows the strategy adopted for Phase 3B (ref HGY/2020/1851).

Collection arrangements for both residential and commercial elements will be organised so that residential collection will take priority over commercial servicing. Once the Proposed Development is operational specific servicing times will be written into the commercial contract.

This is in order to help prevent conflicts in servicing of the residential units, which will take priority.

6.3.1 Commercial Refuse Strategy

- Refuse stores for the two A3 use units have been provided on the ground floor adjacent each unit.
- A communal refuse store for all B1 use units has been provided on the ground floor in close proximity to the refuse collection area. Each of the waste storage areas have dedicated containers for refuse, recycling and organic/food waste bins.
- Servicing bays on Silsoe Road and the internal servicing road will be used for refuse collection.

6.3.2 Residential Refuse Strategy

- Space will be provided within each residential unit for the storage and separation of MDR, food waste and residual waste.
- Residents will be expected to take all waste arisings from their homes to the appropriate residential bin store accessible via stairs and lifts (not exceeding a 30 metre (m) horizontal travel distance) which will be located at basement level.
- Residents will deposit their mixed dry recycling (MDR) and residual waste directly into these stores and waste will undergo compaction via the use of lever arm compaction units (two units are provided per bin store to prevent the contamination of the MDR stream). MDR will be compacted at a ratio of 2:1 and residual waste will be compacted at a ratio of 3:1. Food waste will not be compacted.
- The internal management team will monitor the levels of waste in all residential bin stores and will compact residential waste in line with the aforementioned compaction ratios when necessary.
- Prior to the collection day, the internal management team will transport the bins for the appropriate waste stream, using electric vehicle tugs where necessary, to the dedicated refuse lift and to the refuse holding store located at ground level.
- On the day of collection, the internal management team will transport the bins to the refuse collection point where all bins will be emptied by the LBH waste collection team.
- The bins requiring collection will be made available within 10m of the refuse vehicle at the designated collection point, located on a smooth, level surface.
- Once the LBH's refuse collection teams have emptied the residential bins the internal management team will return the empty bins to the relevant bin stores.

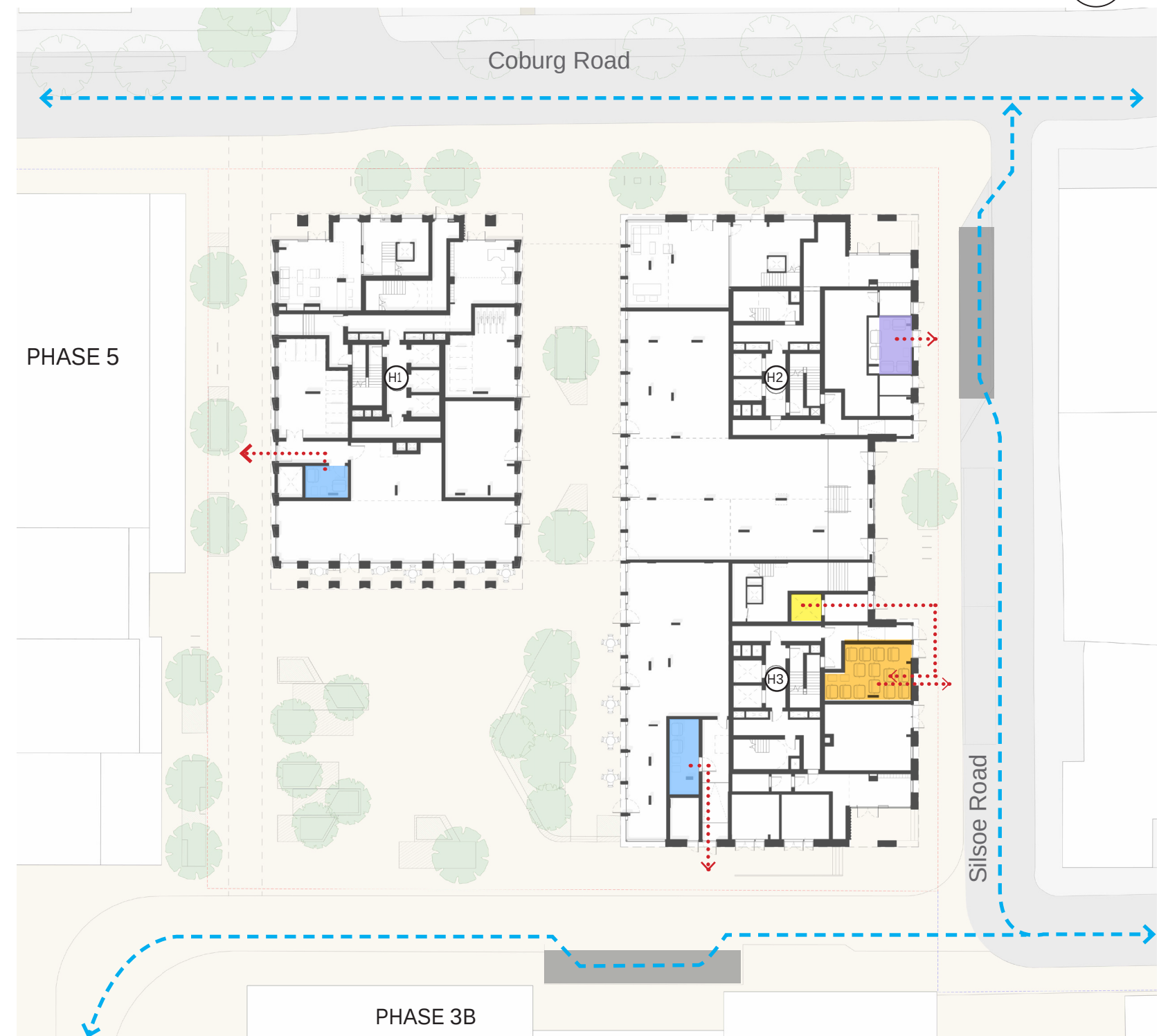
6.3.3 Residential Bulky Waste Strategy

As part of the Outline Component of the hybrid permission, an area was to be allocated for use as bulky waste store. Best practice guidance recommendations stated a minimum of 51 sqm should be provided for the storage of bulky waste items within the Proposed Development. This is comprised of 15 sqm for Buildings A and B and a minimum of 36 sqm for the Outline Component (Buildings C-J) of the Proposed Development.

The basement of the previous phase, Phase 3B, incorporates a bulk store room of 36 sqm. This room will serve all plots of the Outline Component (Buildings C-J) of the Proposed Development, which include this phase.



Residential and Commercial Refuse Strategy Diagram Basement



Residential and Commercial Refuse Strategy Diagram Ground Floor

Key:

- | | | |
|----------------------------------|-------------------------|--|
| Residential Refuse Holding Store | Residential Refuse Lift | Route to holding areas & collection point by management team and commercial tenants. |
| Retail Refuse Store | Loading Bay / Servicing | Route to holding areas & collection points by tenants |
| Restaurant / Office Refuse Store | | |

6.4 Car Parking

6.4.1 Combined Phases 3, 4 & 5

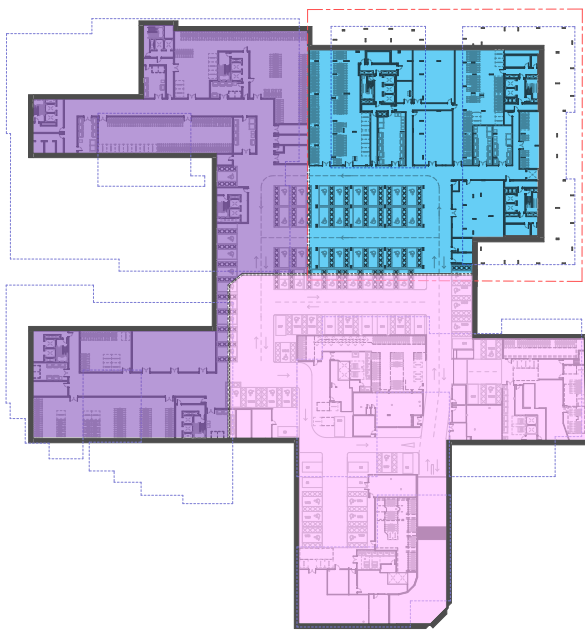
There will be basement under Phase 3, 4, and 5 which will contain residential parking for all three phases. The allocation of the car parking spaces for each phase is shown in the adjacent diagram.

The portion of basement within the boundary of the previous phase, Phase 3B, is being built in accordance with the consented plans for Blocks E1, E2 and E3 of the Eastern Quarter (ref HGY/2020/1851).

The portion of basement within the boundary of Phase 5 is shown for illustrative purposes only. Detail design will be via a subsequent Reserved Matters Application for Phase 5.

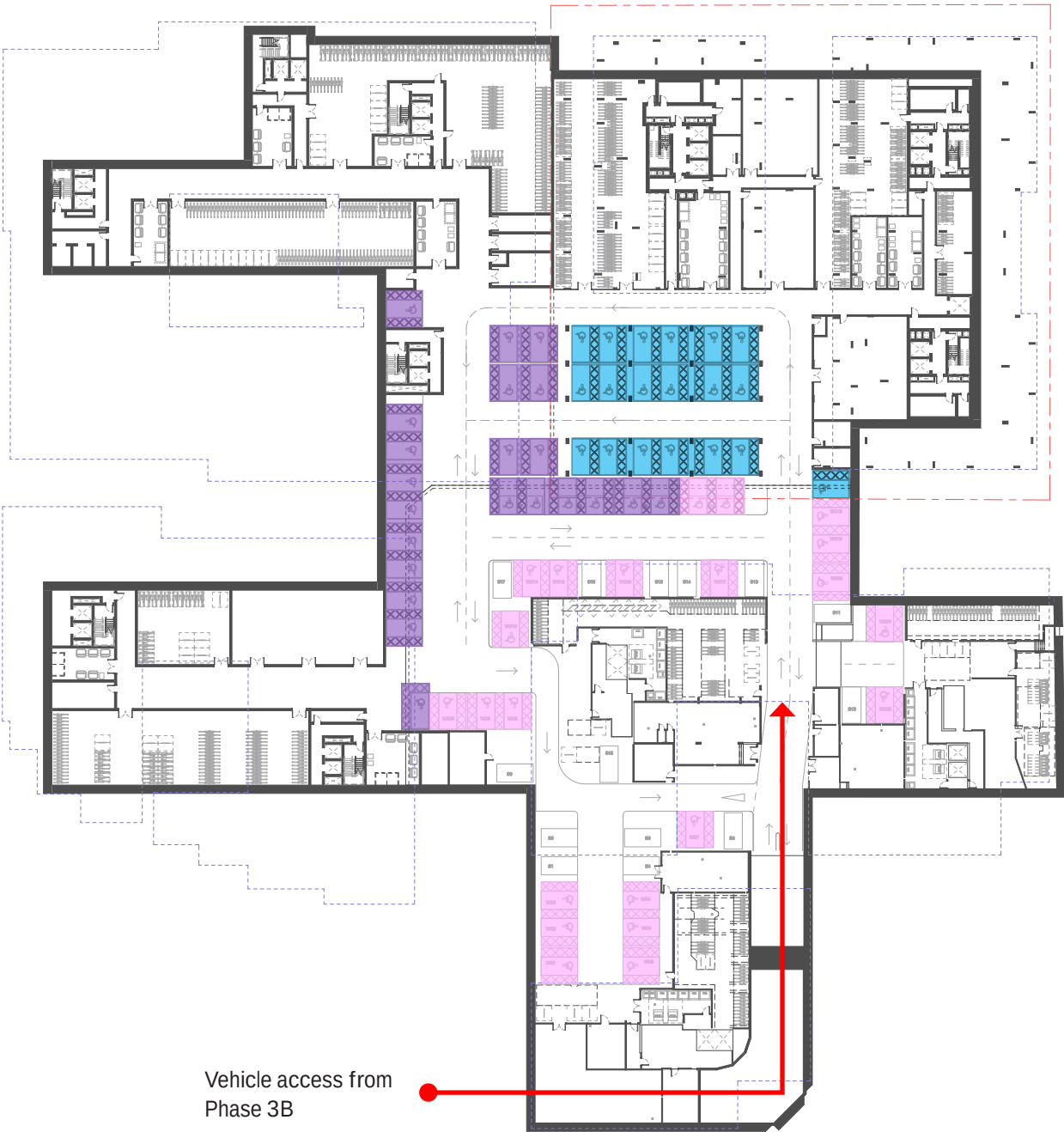
Once completed, there will be an overall provision of 7% blue badge car parking spaces for the three phases.

Key - Parking Spaces



Breakdown of Basement Parking Spaces

Blocks	Phase	Quantity
E1, E2 , E3	Phase 3B	22
H1, H2, H3	Phase 4	19
F1, G1, G2, J1, J2	Phase 5	22
Total		91



Basement Plan - Phase 3B/4/5

Key - Blue Badge Parking Spaces

- Phase 3B
- Phase 4
- Phase 5
- Building Outline
- Site Boundary
- Phase 3B Temporary Walls



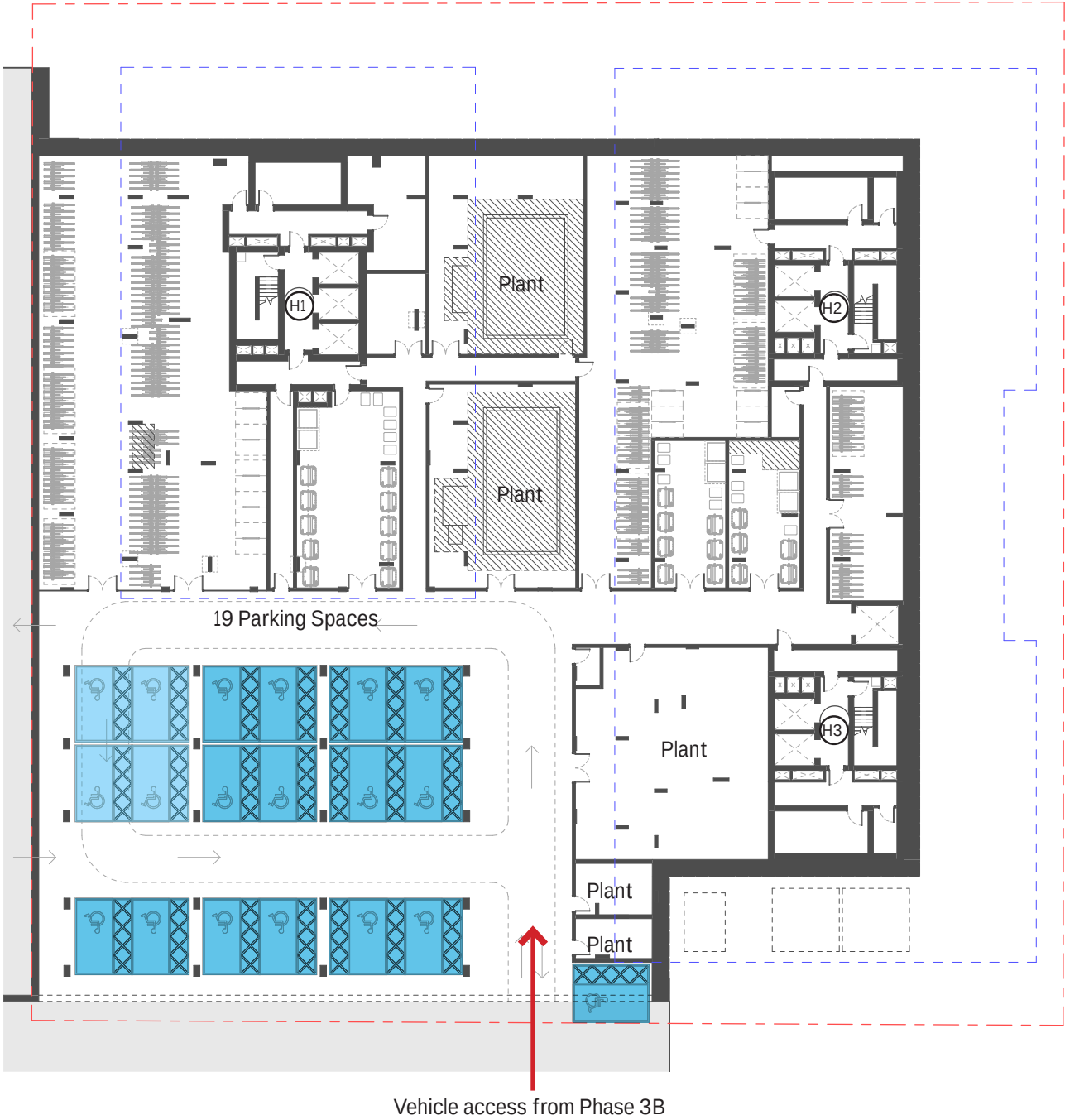
6.4.2 Phase 4 Car Parking

The basement of Phase 4 contains a total of 19 Blue Badge car parking spaces, which equates to 5% of provision for this site. Four of the spaces will be installed upon completion of the Phase 4 basement. Temporary walls along the west edge of the basement will allow for future connection to the Phase 5 basement.

Access to the basement car park will be via the ramp within Phase 3B portion of the basement. The entrance to the basement is located on Mary Neuner Road.

In compliance with Planning Condition 20 of the hybrid consent, 20% of the spaces will be provided with active electric charging points, with a further 20% passive provision for future conversion.

Further information regarding car parking provision can be found in the Transport Statement, prepared by Vectos, accompanying this application.



Basement Plan - Phase 4

- Key - Phase 4 Blue Badge Spaces
- Phase 4

Parking spaces provided after the completion of Phase 5

Building Outline

Site Boundary

Phase 3B Temporary Walls



6.5 Provision for Cyclist

6.5.1 Residential Cycling Provision

Cycle Parking has been provided in accordance with the London Plan 2021 and Transport for London’s Cycling Design guidance.

The majority of residential long stay cycle parking provision for Phases 4 is provided in the basement. A proportion of accessible cycle stands in Phase 4 have been place within the ground floor of Building H1, adjacent the new cycle lane, to maximise accessibility.

All regular long stay spaces are provided in the form of two tier cycle stands

All larger cycle spaces are provided in the form of Sheeld stands spaced 2m apart.

There will be nine short stay spaces in the form of Sheeld stands located within the landscape for visitors.

LONG STAY RESIDENTIAL CYCLE SPACES

Provision	H1	H2 & H3
Sheeld stands	40	50
Large Sheeld stands	20	10
2-tier stands	292	210
Total	352	270



Basement Plan - Phase 4

Key

Residential long-stay cycle store

6.5.2 Non-Residential Cycling Provision

There will be a long stay bike store room located on the ground floor of H1 which is to be shared between all A3 and B1 use commercial units. Secure access to this store is from the new cycle and pedestrian lane along the west boundary of the site.

Short stay cycle store for the commercial spaces will be provided in the form of Sheffield stands located within the landscape as indicated in the adjacent diagram.

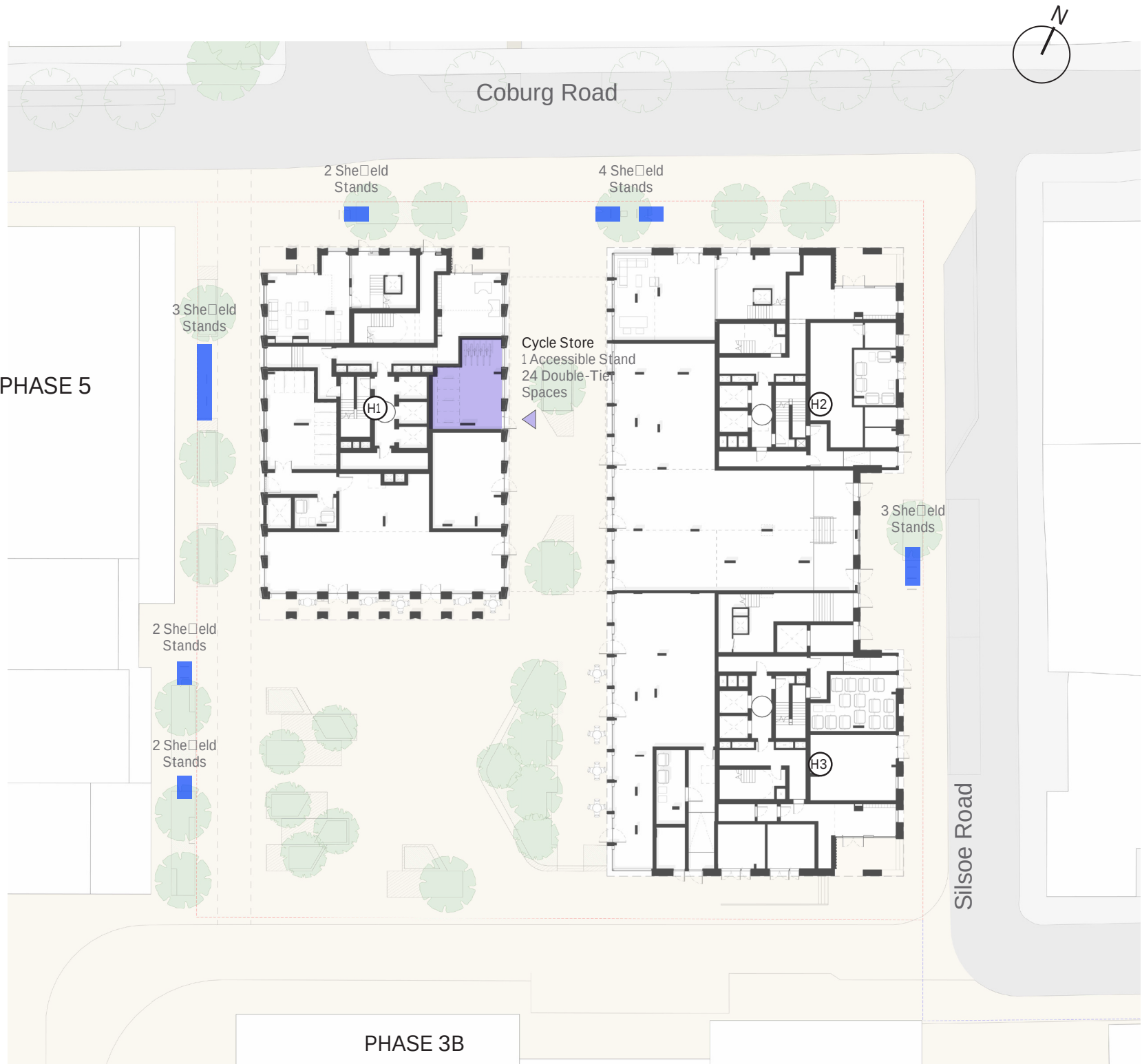
Further information regarding cycle provision can be found in the Transport Statement, prepared by Vectos, accompanying this application.

LONG STAY COMMERCIAL CYCLE SPACES

Provision	A3 Use	B1 Use
2-tier stands	2	22
Sheffield stands	0	1
Total	2	23

SHORT STAY CYCLE SHEFFIELD STANDS

Residential	9
A3 Use	4
B1 Use	17
Total	30



Ground Floor Plan - Phase 4
Key - Non-Residential Cycling Spaces
Commercial long-stay cycle store (B1 and A3 Use)
Short-stay cycle stands (commercial and residential)